

CIA/OGCR /PN 61.2684/75 ITEM 010 UNCLASSIFIED--PRC CITY BRIEF

CH'UNG-CH'ING

CIA JUL75

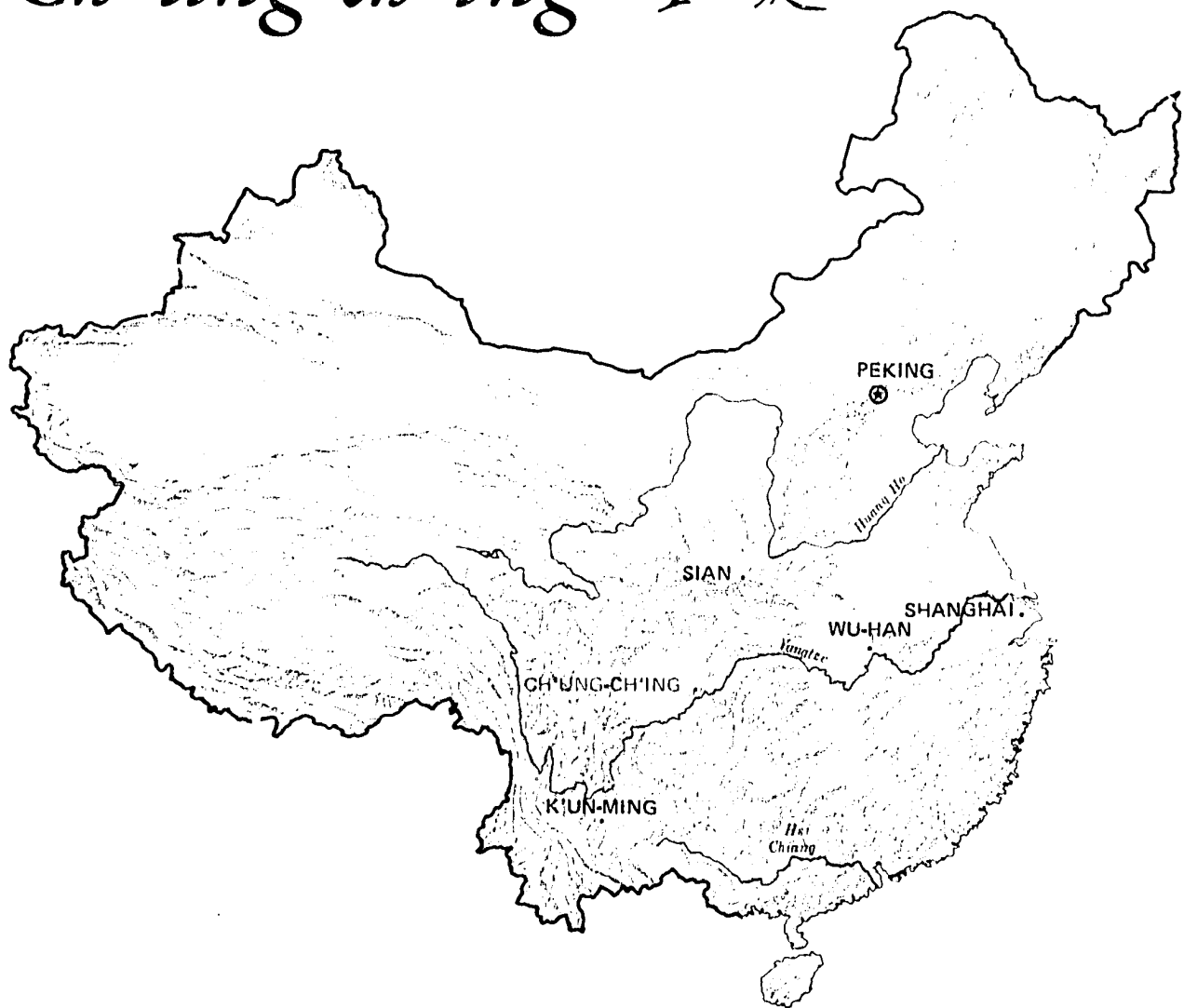
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PRC CITY BRIEF

Ch'ung-ch'ing 重慶



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CH'UNG-CH'ING (Chunking)

(pronounced chung ching)

Chinese romanized system
of spelling:

Chongquing

Meaning in Chinese:

repeated good luck

Location:

29°34'N 106°33'E
(approx. latitude of
San Antonio, Texas and
Gainesville, Florida)

Elevation:

700-800 feet above sea level

Population:

350 million in municipality;
750,000 in built-up area

Climate:

	<u>Jan</u>	<u>April</u>	<u>July</u>	<u>Oct</u>
Mean daily maximum temperature (°F)	51	73	93	71
Mean daily minimum temperature (°F)	42	59	76	61
Mean number of days with precipitation	7	12	10	16
Mean monthly precipitation (inches)	0.7	3.8	5.6	4.3

CH'UNG-CH'ING

General

Ch'ung-ch'ing is one of China's largest municipalities, the most important industrial city of Southwest China, and a key regional transportation hub. A location at the confluence of the Chia-ling and Yangtze Rivers -- about 1,500 miles upstream from Shanghai -- and the juncture of important north-south land routes stimulated the city's early development and its more recent and rapid urban growth. Although the old city (estimated population of 750,000) is physically confined by its site on a narrow peninsula, the city has been progressively enlarged during recent decades by incorporating new industrial and mining districts and rural agricultural areas within its municipal boundaries. Presently, the municipality encompasses areas north along the Chia-ling and upstream and downstream along the Yangtze and, additionally, a sizable bloc of territory that extends south to Kweichow Province.

Ch'ung-ch'ing is divided into two sections, eastern and western, respectively, and is situated on steep banks 300 to 400 feet above the Chia-ling and Yangtze Rivers. The city has an uneven, hilly surface. The eastern section at the confluence is the oldest part of the city with dark huddled buildings linked by a maze of narrow lanes that often merge into flights of steps connecting the various levels of the town. This section is primarily residential with the usual service facilities -- banks, post and telegraph offices, and numerous hospitals -- nearly all inherited from pre-1949 private companies and missions. Along the Yangtze and Chia-ling are floating docks, warehouses, and cable railways used for moving freight between the waterfront and the upper levels of the town. The western part of the city has more open space, trees, and larger buildings -- cultural halls, government buildings, and schools. River boats, ferries, and a bridge across the Chia-ling connect the city to the opposite banks of the Yangtze and Chia-ling. The main access to the city, however, is by road and rail through the western Sha-p'ing-pa district. An airfield 15 miles west of town has regularly scheduled air service to Peking, Sian, Wu-han, Nan-ching, Shanghai, and K'un-ming; scheduled service to Ch'eng-tu, the other major city of Szechwan, is frequent.

Ch'ung-ch'ing is climatically one of China's least appealing major cities, as suggested by its traditional designation -- one of "the three furnaces" of the country. July and August temperatures usually rise to the low- to mid-90's and typically are coupled with high humidity. Rain is frequent (about 4 days out of 10) and often heavy with monthly amounts averaging about 6 inches from May through September. Winters also are unpleasant and the city is often dank, fog-bound, and covered by a pall of smoke. Frost is rare and snowfall negligible. In general, autumn and early spring weather is the most agreeable.

History

Present-day Ch'ung-ch'ing has evolved on the site of an ancient trading settlement. Little is known of the city's early history and apparently it was not until the 12th century that the name Ch'ung-ch'ing was first used. Name changes were frequent, however, and modern and continuous usage of the name did not begin until the 1930s. Although the city grew in population and importance over the centuries, it did not expand beyond its western walls -- extending north-south through the center of the peninsula -- until recent decades. Even the influx of a few foreigners and westward-migrating Chinese in the latter half of the 19th century made little impact. After it became a treaty port in 1891, a few businessmen and missionaries took up residence in the city, but the small foreign colony was confined mainly to the Nan-an (south shore) area across the river.

The modern development of Ch'ung-ch'ing began in 1928 under a planned program in which a limited renovation of the city was envisioned, including the widening of streets and the beginnings of industry. New roads and multistory buildings were built outside the wall and the town expanded westward to its present-day city limits. Adjoining town and rural areas of Chiang-pei and the Nan-an area were added as districts to the newly expanded city, and the administrative status of Ch'ung-ch'ing was raised from a provincial to a special municipality under the central government.

A tremendous spurt of growth occurred when Ch'ung-ch'ing became the wartime capital of China in 1938. The Sha-p'ing-pa district immediately to the west was added to the municipality and whole industrial plants, universities, and service facilities were moved from the war zone in eastern China into the adjoining municipal districts. Local deposits of coal provided the energy base on which rapid industrialization could proceed. By 1945

nearly 2 million people were jammed into Ch'ung-ch'ing municipality, which probably had at that time the greatest and most diversified concentration of industries in all of China. Even the Japanese bombing failed to slow city growth. Some damage was incurred during the civil conflict (1946-49) before Ch'ung-ch'ing fell to Chinese Communist forces in November 1949.

Post-1949 Developments

Repair and expansion of Ch'ung-ch'ing's industrial base began shortly after 1950. Growth has been accelerated by improvement of navigation on the Yangtze and the construction of new railroad lines (1952-56), linking Ch'ung-ch'ing -- and Southwest China -- with the national rail network. Although some rebuilding, street-widening, and construction of cable railroads altered to a minor extent the eastern and older section of Ch'ung-ch'ing after 1950, the major and more dramatic changes have been in the western parts of the city. A 300-foot hill was leveled to provide space for a new stadium and several major governmental and cultural buildings. The small parks and gardens of former times have been retained, and trees were planted to give this section of the city a more open and brighter appearance.

Local Attractions

Ch'ung-ch'ing lacks many of the attractions offered by other large cities in China. There are no ancient monuments and the few temples and old walls have long since disappeared. What remains is a mundane mixture of utilitarian Victorian and traditional and modern Chinese styles of architecture. However, the narrow stone-step streets, the old houses densely stacked at various levels, the busy riverfront activity, and the site of the city itself, especially when viewed at a distance from across the rivers, present an interesting and, to some, attractive picture.

Away from the old city are the Sha-p'ing-pa and Chiu-lung-p'o districts, adjacent to the western part of Ch'ung-ch'ing, where all of the municipality's major industries are concentrated, including iron and steel complexes, machine building, chemical, and food-processing plants, and coal mines. Sha-p'ing-pa is also noted for its numerous schools, universities, and technical institutes. Across the rivers from Ch'ung-ch'ing are additional industrial areas in Chiang-pei and Nan-an; these districts mainly contain transshipment and storage facilities. Other important regions include the numerous coal mines in the Nan-tung and Pei-p'ei districts. Nan-tung is located some 55 miles to the

south and adjacent to Kweichow Province; the district boasts the largest and best equipped coal mines in Southwest China. Pei-p'ei district, on the Chia-liang some 25 miles to the north, likewise is a major coal-producing area and also an agricultural and educational center. Pei-wen-ch'uan, a famous scenic area near the town of Pei-p'ei, features a hot springs and spectacular gorge. A similar park with hot springs, gardens, lakes, and caves is located about 12 miles south of Ch'ung-ch'ing at Nan-wen-ch'uan.

